Report Date: 03 Nov 2014

Summary Report for Individual Task
011-228-2540
Perform Fixed Target Observation
Status: Approved

Condition: In an OH-58A/Chelicopter. This task should not be trained in MOPP 4.

Standard: 1. P* will-

a. Maintain airspeed as necessary.

b. Maintain scan of all sectors outside the aircraft.

c. Maintain the aircraft clear of all aircraft and ground obstructions.

d. Ensure sufficient aircraft PWR is AVAIL and that aircraft limits are not exceeded.

2. P will-

a. Correctly identify and acquire target.

b. Maintain visual/TIS contact with designated target.

c. Correctly direct P* to maneuver aircraft to aid in maintaining target contact.

Special Condition: None

Safety Risk: Medium

MOPP 4: Never

Task Statements

Cue: None

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: None

Performance Steps

1. Crew actions.

a. The crew will select and announce an altitude, airspeed, and flight path necessary to maintain visual/TIS/HPIS contact with the designated target. The crew will perform a visual/thermal identification of the target. The P* must maneuver the aircraft as necessary to maintain visual/TIS/HPIS contact with the target.

b. The P will operate selected mission equipment as necessary to gain information and maintain observation of the target. Since the P will be concentrating on observing the target, the P* must ensure clearance of all other aircraft and ground obstacles is maintained by continually scanning outside the aircraft. The crew will announce “break off” or “disregard” at the completion of the operation.

2. Procedures.

a. The crew must acquire the target. Identify the target of interest to the supported LEA. As soon as possible, note the distinctive characteristics of the target under each type of applicable observation mode.

b. The crew must maintain target observation. Characteristics of the target should be noted early in the observation to aid in maintaining contact. To minimize the risk of the aircraft being detected, use the highest altitude possible that allows positive contact with the target. Increased urban background noise may camouflage lower altitude aircraft sounds that would be more readily noticed in a rural environment.

CAUTION

The P* will not use the TIS monitor to maintain obstacle clearance; however, the P may give cues received from the TIS to the P* to aid in obstacle clearance.

If flight is conducted at or below ETL, the P* must ensure that OGE PWR is AVAIL, heading control is positively maintained, and aircraft limits are not exceeded. Due to the lack of outside pilot references to aid in maintaining aircraft position and altitude, spatial disorientation may occur if ground references are lost or if proper scanning techniques are not used.

c. Communication among crewmembers is the key to success for all TIS operations. The high P* workload in this task cannot be safely accomplished without effective cockpit communication and assistance from the P. It is likely that neither the P* nor the P on TIS will be able to maintain simultaneous contact with the target, communicate and coordinate their actions. One crewmember should maintain contact with the target at all times.

Note:

3. NIGHT OR NIGHT VISION GOGGLES CONSIDERATIONS:

a. Apply common considerations and the following:

b. NVG may become ineffective when viewing a target in a high ambient light level environment.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Evaluation will be conducted in the aircraft.

Evaluation Preparation:
Training will be conducted in the aircraft or academically..

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. P* will—			
a. Maintained airspeed as necessary.			
b. Maintained scan of all sectors outside the aircraft.			
c. Maintained the aircraft clear of all aircraft and ground obstructions.			
d. Ensured sufficient aircraft PWR is AVAIL and that aircraft limits are not exceeded.			
2. P will—			
a. Identified and acquired target.			
b. Maintained visual/TIS contact with designated target.			
c. Directed P* to maneuver aircraft to aid in maintaining target contact.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1520-228-CL	OPERATORS AND CREWMEMBERS CHECKLIST FOR ARMY MODEL OH-58A/C HELICOPTER	No	No
	TM 1-1520-228-MTF	MAINTENANCE TST FLIGHT MANUAL FOR ARMY MODEL OH-58A/C HELICOPTER	No	No
	TM 55-1520-228-10	OPERATORS MANUAL FOR ARMY MODEL OH-58A/C HELICOPTER (REPRINTED W/BASIC INCL C1-9)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None